

Santa Fe Route TIME TABLE

Effect Nov. 9, 1899.

WEST.	STATIONS.	EAST.
No. 1.		No. 2.
10:00 p.	Chicago	9:00 p.
10:50 a.	Kansas City	7:00 a.
11:30 a.	Denver	5:00 p.
12:30 p.	Pueblo	3:30 p.
1:30 p.	La Junta	11:50 a.
2:30 p.	Albuquerque	11:05 a.
3:30 p.	Grants	7:15 p.
4:30 p.	Wingate	5:15 p.
5:30 p.	Gallup	3:15 p.
6:30 p.	Nazajon Springs	2:54 p.
7:30 p.	Holbrook	1:35 p.
8:30 p.	Pensance	1:22 p.
9:30 p.	Joseph City	1:14 p.
10:30 p.	Winslow	12:35 p.
11:30 p.	Cannon Diablo	10:37 a.
12:30 p.	Flagstaff	9:20 a.
1:30 p.	Williams	8:00 a.
2:30 p.	Ashe Fork	
3:30 p.	Pacific House	
4:30 p.	Selegman	5:40 a.
5:30 p.	Peach Springs	4:35 a.
6:30 p.	Kingman	3:30 a.
7:30 p.	Needles	10:15 p.
8:30 p.	Barstow	9:35 p.
9:30 p.	Barstow	8:15 p.
10:30 p.	Los Angeles	10:10 a.
11:30 p.	San Diego	9:10 a.
12:30 p.	San Francisco	8:10 a.
1:30 p.	Ashe Fork	7:00 a.
2:30 p.	Jerome	5:55 a.
3:30 p.	Prescott	4:05 a.
4:30 p.	Congress	12:11 a.
5:30 p.	Phoenix	9:00 p.

No. 3, the "Chicago Flyer," leaves Chicago Tuesdays, Wednesdays, Thursdays and Saturdays at 5:00 p. m., arriving at Albuquerque Thursdays, Fridays, Saturdays and Mondays at 11:00 a. m., and Los Angeles Fridays, Saturdays, Sundays and Tuesdays at 1:50 a. m. The opposite run, No. 4, leaves Los Angeles Saturdays, Sundays, Tuesdays and Thursdays at 6:00 p. m., arriving at Winslow 2:30 p. m. and Albuquerque 11:00 p. m. second day out, and Chicago at 2:15 p. m. 3d day. Actual running time is 66 hours and is the fastest train across the continent. Pullman sleepers, dining car, observation car and buffet smoker are the finest made. The smoker is provided with a barber shop and the latest newspapers and periodicals can be read free of charge.

Trains Nos. 1 and 2 is the regular Daily Overland Express, running every day in the year. This train is equipped to accommodate passengers traveling on all classes of tickets. It carries Pullman Palace Sleeping Cars through from Los Angeles to Chicago, and also vestibuled Pullman Tourist Sleeping Cars. In addition to these it carries a Reclining Chair Car no extra charge being made for seats.

The Grand Canyon of the Colorado, the Mogul Villages and the Petrified Forest in Arizona can be reached only via this line. Folders and descriptive books will be furnished on application.

JOHN J. BYRNE,

General Passenger Agent,

Los Angeles, Cal.

H. L. RHODES, Local Agent,

Holbrook, A. T.

Holbrook St. Johns and Springerville Stage Line.

DAVID K. UDALL, Proprietor.

TIME TABLE.

Leave Holbrook daily..... 9:30 a. m.

Arrive Holbrook..... 5:30 p. m.

PASSENGER FARE.

Holbrook to Woodruff \$1.00 to Coneho \$1.50.

Return ticket Holbrook to Woodruff \$1.50.

to Coneho \$3.00 to St. Johns \$10.00 to Springerville \$14.00.

Missionaries half rate; must show their credentials.

College students half rate.

Fifty pounds of baggage allowed each passenger.

EXPRESS RATES.

25c for all packages under 100 lbs to any point.

From Holbrook to Woodruff 1c per pound over 100.

From Holbrook to Coneho 2c per pound over 100.

From Holbrook to St. Johns 2 1/2c per pound over 100.

From Holbrook to Springerville 3 1/2c per pound over 100.

No more passengers or packages billed "dead head" unless by special order from D. K. Udall.

All cash sent at owner's risk.

All perishable articles shipped at owner's risk.

All liquids liable to leakage or breakage shipped at owner's risk.

Not responsible for loss or damage of live fowls and animals in transportation.

Stop-over Privileges allowed at any point on the line. Fifty pounds of baggage carried free for each full-fare ticket.

GOOD MEALS AND ACCOMMODATIONS furnished at the Station and Woodruff.

FIRST-CLASS CONVEYANCES, good teams, careful and accommodating drivers.

EXPRESS CARRIED to all points along the line at low rates.

For full particulars inquire of any of our agents or postmasters along the line.

John R. Hulet, Agent, Holbrook.

ARIZONA MATTERS....

Interesting Bits of Information Gathered from All Parts of the State.

S. P. Behan, live stock agent of the S. F. P. died of pneumonia at Phoenix last week.

When carload lots of fed lambs sell at \$7.30, as several cars did in Chicago last week, the feeders ought to reap a good profit.

Angus Grant, a well known railroad man, committed suicide last week at Williams, by shooting himself through the heart with a shotgun.

As compared with last March, cattle exports fell off last month 6,000 head. The exact number sent out of the country in March of this year was 23,396.

A Denver paper states that one firm in that city wants two or three carloads of saddle horses immediately for shipment to Wyoming, Idaho and New Mexico for roundup use.

The citizens of Winslow gave a farewell reception to C. R. Porry and W. S. Hancock, who leave for Cape Nome next week. The affair was a grand one. Twenty couples from Flagstaff participated in the event.

Sixteen Mexican sheepherders having five horses and twenty-five burros passed through town last Wednesday, on their way to Show Low, where they will enter the employ of Henry Huning, and help in looking after his numerous flocks.—St. John Herald.

Jas. S. Tough, of W. S. Tough & Co., of Kansas City, was at Colorado Springs last week in quest of a trainload of mountain ponies for the use of mounted infantry in the British army in South Africa. The Texas panies shipped over some time ago proved satisfactory and more are wanted. The price paid is \$50 to \$60.

It is pitiful to observe the lame way in which eastern illustrated papers cartoon the Arizona bad man, with a hat like a demoralized door mat, four sixshooters in his boots, a bowieknife between his teeth and a mustache looking as if he had swallowed a sorrel horse and left the tail sticking out. If those eastern editors were half as cute as they imagine they are they would have laughed their one lung out long ago.—Globe Times.

Liability of Carriers.

A recent decision by the supreme court of Illinois clearly and positively defines one of the duties of a railroad or other common carrier of animals. In the case referred to 114 head of cattle were shipped over the Illinois Central railroad from Centralia to Seymour. In a few weeks twenty-six of them died of Texas or splenic fever, a disease which had not previously existed either in the locality from which they were taken or that to which they were delivered, but it was proven that the cars in which they were shipped had been but recently used for transporting other cattle. It was ruled that the jury before whom the case was tried were justified in deciding that these cattle were infected by germs of Texas fever left in the cars by other animals, and the supreme court held that it was the duty of a company receiving animals for transportation to furnish safe cars and such as were not infected with any contagious disease. And it was not enough to exercise care in this respect, but the care must be effectual in preventing contagion or the company would be held liable. This is an important decision for all shippers of live animals.—American Cultivator.

The Appetite of a Goat

Is envied by all poor dyspeptics whose Stomach and Liver are out of order. All such should know that Dr. King's New Life Pills, the wonderful Stomach and Liver Remedy gives a splendid appetite, sound digestion and a regular bodily habit that insures perfect health and great energy. Only 25c at F. J. Watron's drug store.

Rev. P. Simpkin left on Tuesday evening to be present at the examinations of the Chicago Theological Seminary as the examiner from the New Mexico Congregational Association. He will return about the middle of the coming week.—Gallup Gleaser.

The St. John Herald gets after the school boards proper in its last issue. The secretary of a school board should have published in the local paper, at least once a year, a full and correct report as to the expenditures of money and the transactions of the board generally. There is nothing that people should be more interested in generally.

A scientist says that "if the earth was flattened the sea would be two miles deep all over the world." After due meditation, a Kansas editor gives out the following: "If any man is caught flattening out the earth, shoot him on the spot, and don't be too blamed particular on what spot. There are some of us in Kansas that can't swim."—Ex.

Department Commander Broughton S. C. Reese, Chaplain Scott, Dr. Kendall, Charles Alabach, General O'Neil and other Grand Army men, left for Jerome this morning to attend the Arizona G. A. R. encampment, when officers for the coming year will be elected. J. D. Monihon, P. P. Parker and General Minty are candidates for department commander.—Courier.

Holland's Famous Tulip Craze.

"In the year 1634 the tulip craze in Holland," writes Clifford Howard in the Ladies' Home Journal, "became so great that the ordinary industries were neglected. No one wanted to do anything but raise tulips. A rare specimen offered for sale called forth excited bidding. Everyone was on the lookout for special varieties. It was rumored at one time that there were but two bulbs of the Semper Augustus in existence in Holland. One of them was owned by a florist in Haarlem, and the other by a dealer in Amsterdam. This rumor was sufficient to arouse the liveliest commotion in tulip circles, and dealers and fanciers hurried forward with offers to purchase—each one endeavoring to outbid the other. The competition became so eager that finally offered twelve acres of city property for the Haarlem bulb; but the owner refused to sell. The bulb in Amsterdam was knocked down to the highest bidder for nineteen hundred dollars in cash, two horses, a carriage and a set of harness—a total of about three thousand dollars, which in those days was a fabulous sum."

Subscribe for the Argus.

Dehorning Cattle.

The thought of saying something on this subject was suggested to the writer by seeing a promising young bull suffering the loss of his horns by what seemed to be almost barbarous method. The poor brute had been thrown and was lying with three feet tied together, his head fastened to a post and one hind foot drawn back by pulley and tackle to another. Three men and a boy were working about his head helping to saw off his horns. The dry powdery manure of the corral was used to stop the flow of blood. The operation of dehorning must cause some pain but it need not be accompanied by such rough handling as to endanger the future usefulness of the animal dehorned.

There are few men, if any, who have handled hornless cattle that do not appreciate the advantages of dehorning and who do not strongly advocate its practice. Not only is danger of injury from hooking avoided but the animals are more quiet and peaceable, giving better results in the milking corral and the feed lot. With the loss of their horns they seem to lose the desire to fight. It is no longer a question

as to whether cattle shall be dehorned or not, but a question of when and how to do it.

The old original method of dehorning was by the use of the saw. It is still advocated by some and has the advantage of taking off the horn where other means sometimes fail. Clippers designed for the purpose are more convenient and as a rule are more efficient. In the case of old animals not only do the horns themselves become very hard but the so called pith assumes a bony character such that it is sometimes impossible to cut with the clippers, in such cases the use of the saw must be resorted to. The mistake of sawing off the horns some distance from the head is sometimes made, the idea being that it is less painful to the animal than taking them off close. Not only is the operation no less painful but the remaining nubs detract from the appearance of the animal and sometimes grow, thus defeating the object of dehorning. Whether the saw or clippers are used the horns should come off close to the skull, always below the line where the skin grows about the base of the horn. There is sometimes a considerable loss of blood which may be lessened or entirely stopped by a simple method of "tying the arteries." These arteries lie mostly on the side of the horn toward the ear so that by drawing a string tightly around both horns and tying, pressure is brought to bear on the blood vessels and the flow of blood is stopped. After the string has been tied the pressure may be increased by bringing the front and back strands together over the top of the head and fastening them. In some cases cutting the horn close to the head makes an opening into a cavity of the skull. In such cases it is well to put a little medicated cotton over the opening to keep out flies and dirt. Should the animal in a day or two give evidence of pain by shaking its head an opening should be made in the cotton to allow the escape of matter which is sometimes formed inside. When a saw is used it is almost necessary to have a chute in order to properly hold the animal during the operation. If clippers are used the use of a chute will save time but it is not necessary. While the horns of young animals are more easily cut than those of old ones the operation is more painful and usually accompanied by a greater loss of blood on account of their being more sensitive tissue and a greater supply of blood vessels in the soft growing horn.

The best time to dehorn cattle is when they are calves, and the younger they are, the better. Some will not agree with this statement, believing that animals that never have horns retain their desire to fight and simply hunt instead of hook. During the first few days of the calf's life the horns to be are simply buttons that are not attached in any way to the skull. They may then be removed by the use of a sharp knife, or by clippers made for the purpose, with very little pain to the calf and little or no loss of blood. Various chemicals and commercial dehorning fluids have been used for the destruction of the young horns. In the use of liquid preparations the greatest of care should be exercised to prevent the spread of the fluid. The use of caustic potash is perhaps the most to be recommended, it being cheap, easily applied, and efficient. It comes in form of sticks which for the protection of the fingers should be wrapped in paper when handled. A stick costing ten cents will dehorn ten or a dozen calves. The hair should be clipped from the horn and the skin immediately surrounding it, the potash dipped in water, and the moistened end rubbed upon the horn. Repeat this three or four times or until part seems sensitive. A scab forms where the caustic potash has been applied and when that comes off the horn comes with it. There is no wound made and therefore no danger from flies and screw worms. With the writer this method of dehorning has proved effective on calves up to a month old.

DR. PRICES CREAM Baking Powder

In Use the most Economical

Greater in leavening strength, a spoonful raises more dough, or goes further.

Working uniformly and perfectly, it makes the bread and cake always light and beautiful, and there is never a waste of good flour, sugar, butter and eggs.

With finer food and a saving of money comes the saving of the health of the family, and that is the greatest economy of all.

PRICE BAKING POWDER CO., CHICAGO.

NOTE.—Many mixtures, made in imitation of baking powders, are upon the market. They are sold cheap, but are dear at any price, because they contain alum, a corrosive poison.

Tetter, Salt-Rheum and Eczema.

The intense itching and smarting incident to these diseases, is instantly allayed by applying Chamberlain's Eye and Skin Ointment. Many very bad cases have been permanently cured by it. It is equally efficient for itching piles and a favorite remedy for sore nipples, chapped hands, chilblains, frost bites and chronic sore eyes. 25c. per box. For sale by F. J. Watron druggist.

Ho! For The Grand Canyon!

The Santa Fe and Grand Canyon railroad is now in operation from Williams, Arizona, to Anita Junction, Arizona, a distance of 47 miles. The railroad is under construction from Anita Junction to the head of Bright Angel Trail on the rim of the Grand Cañon, a distance of 20 miles. Pending the completion of the railroad, the stage will meet the trains at Anita Junction and carry passengers to the hotel near the head of Bright Angel Trail. The time schedule between Williams and Bright Angel is as follows:

Train leaves Williams daily.....	12:30 p. m.
Arrives at Anita Junction.....	3:00 p. m.
Stage leaves Anita Junction.....	3:30 p. m.
Arrives at Bright Angel.....	4:30 p. m.
Leaves Bright Angel.....	5:30 p. m.
Train arrives at Williams.....	6:30 p. m.

Round trip from Williams to Bright Angel and return..... \$10.00
From Flagstaff..... 12.50
Winslow..... 15.00
Holbrook..... 17.50
Navajo Springs..... 20.00
Gallup..... 22.50
H. L. Rhodes, Agent, Holbrook, A. T.

First publication May 5—Last June 9.

Notice For Publication.

LAND OFFICE AT PRESCOTT, ARIZ. April 16, 1900.
Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before Clerk of the Probate Court at Holbrook, Ariz., on June 2, 1900, viz: Thomas Tobin, for the lots 3 and 4 and 5, sec. 30, township 24 north, range 19 east. He names the following witnesses to prove his continuous residence upon, and cultivation of said land, viz: Ben Williams, Will Williams, Ed. Chandler, Winslow, Ariz., and Wm. Armbruster, of Holbrook, Ariz.
FREDERICK A. THITLE, Register.

First publication April 21—Last May 29.

Notice For Publication.

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Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before Clerk of the Probate Court at Holbrook, Arizona, on May 29, 1900, viz: Thomas B. Saul, of Linden, Arizona, for the sec. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, section 30, township 24 north, range 19 east. He names the following witnesses to prove his continuous residence upon, and cultivation of said land, viz: Edward L. Goodman, William E. Goodman, Lars Peterson, J. E. Paulus, all of Linden, Arizona.
FREDERICK A. THITLE, Register.

"After suffering from piles for fifteen years I was cured after using two boxes of DeWitt's Witch Hazel Salve," writes W. J. Baxter, North Brook, N. C. It heals everything. Beware of counterfeits. F. J. Watron.

First publication April 21—Last May 29.

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FREDERICK A. THITLE, Register.

First publication April 21—Last July 7.

Notice.

U. S. LAND OFFICE AT PRESCOTT, ARIZ. April 24, 1900.
To whom it may concern:
Notice is hereby given that the Santa Fe Pacific (Successors to the Atlantic & Pacific) Railroad Company has filed in this office a list of lands situated in the townships described below, and has applied for a patent for said lands; that the list is open to the public for inspection and a copy thereof by descriptive subdivisions, has been posted in a convenient place in this office, for the inspection of all persons interested and to the public generally.
Within the next sixty days following the date of this notice, protests or contests against the claim of the company to any tract or subdivision within any section or part of section, described in the list, on the ground that the same is more valuable for mineral than for agricultural purposes, will be received and noted for report to the General Land Office at Washington, D. C.
FREDERICK A. THITLE, J. B. Register.
J. E. MARTIN, Receiver.

First publication April 21—Last May 29.

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FREDERICK A. THITLE, Register.